

Road Runner

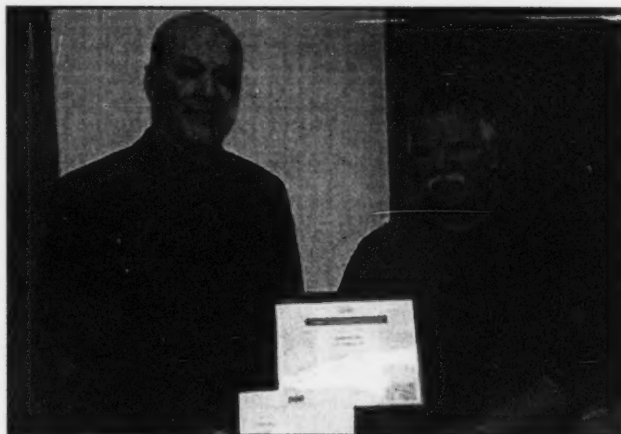
<http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm>

Spring 2007

PECSF Champions!

Submitted by Joyce Pool
District Services Manager

On March 20th, Peter Milburn, Chief Operating Officer, and Tracy Cooper, Regional Director, presented Vancouver Island District's Saanich area office staff with an award for 100% participation in the Provincial Employee Community Services Fund. Larry Griffith accepted on behalf of the staff. **Congratulations!**



Field Services Welcomes You to TransAction Race!

Hope you are well rested, hydrated and have those runners tied tight because Field Services means business! Not only do we deliver more than \$300 million worth of grading and resurfacing works each year, we also participate in some of the most gruelling physical fitness

activities on the planet. We are a lean, mean provincial fitness machine...as you will learn by encountering our field offices around the province.

So for all of you that have picked up the TransAction challenge, squeezed into that spandex and dusted off that fitness attire, may the force be with you! We look forward to seeing you along the way!



– Bertold Brecht

— Cindi Trowbridge

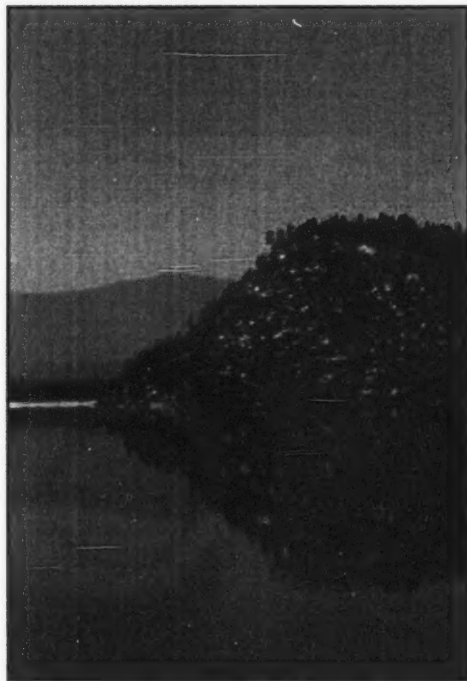


Photo above: Copper Island on the Shuswap Lake. Photo submitted by Tara Perret, District Development Technician, Salmon Arm.

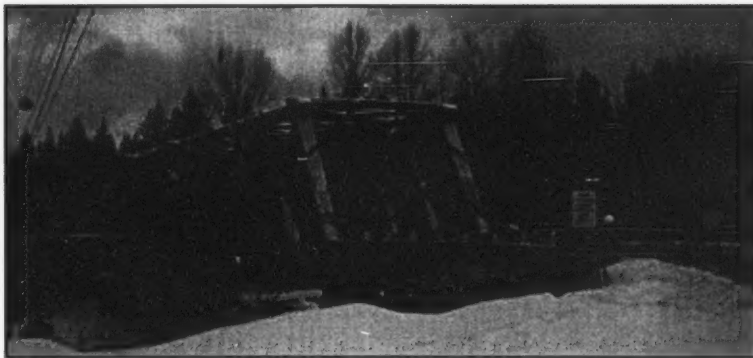


Photo above: Adams River Bridge. Photo submitted by Tara Perret, District Development Technician, Salmon Arm.

Forms Database Means Fewer Enquiries



Transportation Forms

Up to 35,000 inquiries have not been made over the last year, thanks to the Transportation Forms Database.

Having easy-to-obtain forms on the database, has dramatically reduced once-standard questions like "Where is that form?" and "Which form are we using now?" The database was launched about a year ago, to provide a single point of access to current Ministry of Transportation forms, and commonly-used forms produced by other ministries.

From February 2006, to February of this year, the 400 forms on the database were accessed by MoT staff 27,059 times. The public called up forms another 8,148 times during the same period. In total, there were 35,207 forms requests.

The Transportation Forms site offers a "My Forms" option, so employees can store and swiftly access the forms they use. Staff with questions about a specific form, will find contact information for those responsible for forms. For staff closely involved with generating or managing forms, the site provides design standards and guidelines, and information on how to add, edit or remove a form. The site can be accessed at <http://gwww.th.gov.bc.ca/forms/search.aspx>.

Corporate Contract Officer Diane Marson is a big fan of the forms database. "It's super easy -- I can update forms with one click of a button!"

Before the database, Diane used to update and load a form, and send it to Information, Privacy and Records Branch. If the workload there was heavy, she might wait a

week, for the form to be processed. Then, once the form came back to her, she had to load it individually into five different web sites, including the Insurance and Bonds Manual, Contract Administration Manual and public Internet sites.

"Now, as soon as it's updated, it goes to all Intranet and Internet sites immediately. We're working on putting another 12 forms on the site now."

People outside the ministry are impressed with MoT's database too. Graphics Technician/Webmaster Gord Smith recently demonstrated the database to the Interministry Forms Committee. The group suggested it could serve as a model for other ministries, or possibly even a government-wide forms system.

Our ministry's forms database has gone a long way to ease access, save time, ensure consistent form design and format, and eliminate frustration with using outdated forms. Congratulations to everyone involved with this innovation, including Project Contractor Netscribe, MoT Forms Content Controllers and staff from the Properties and Business Management Branch, Graphics Department, and the Information, Privacy and Records Branch. Take a look below, to see this year's most popular picks.

Most Requested Forms

Form Number	Form Name	Requests	Requests	Requests
H0593	Local Minor Works/ Services Contract	1,010		1,010
Fin 215	Business Expense Approval	938		938
H0111	Certificate of Insurance	684	220	904
H0050	Notification of Claim	100	764	864
	MoT Generic Letterhead	572		572

Editor's Note...

*"Because things are the way they are,
things will not stay the way they are."*

— Bertold Brecht

And so it goes for all of us...change is inevitable. This is my last issue of the Road Runner. Due to changes in my personal life and new responsibilities, I am leaving the MoT family. One of the most difficult decisions I've ever made. I will take with me so many good memories and want to express my sincere appreciation to all that provided me with knowledge, opportunities and friendship. Take good care of each other. I'll be reading about you in the Road Runner.

— Cindi Trowbridge



Photo above: Copper Island on the Shuswap Lake. Photo submitted by Tara Perret, District Development Technician, Salmon Arm.

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Continuing MoT's Environmental Excellence

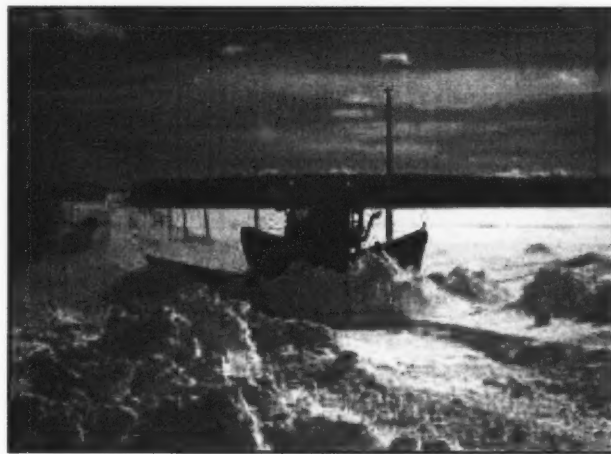
Submitted by **Len Sielecki, Environmental Issues Analyst, Engineering Branch**

The Ministry's Chief Environmental Officer, Mike Kent, recently retired after over 28 years of service with the Ministry. Mike directed the Environmental Management Section of the Engineering Branch at Headquarters. Over the course of his career, Mike was a champion for environmentally sustainable transportation. Consequently, the Ministry has been left a legacy of environmental stewardship initiatives. Mike worked with Dirk Nyland, Chief Engineer, and Sean Wong, Environmental Coordinator, to develop the Ministry's award winning Environmental Enhancement Fund (EEF). The EEF has received accolades from numerous environmental agencies and organizations, including the Federal Department of Fisheries and the Pacific Salmon Foundation. For the EEF, the Ministry recently won Ducks Unlimited's most prestigious award, the Platinum Award, and the Transportation Association of Canada's Environmental Achievement Award, an award highly coveted by transportation agencies across Canada.

Taking over the role of Chief Environmental Officer is Angela Buckingham. Angela has worked on the environmental components of the Ministry's major projects over the last 20 years. From all phases of the Coquihalla Highway, to the Lions Gate Bridge and the Greenville to Kincolith Highway, and now the Gateway Program and the Sea-to-Sky Highway Improvement Project (STSHIP), Angela brings a wealth of experience to the Environmental Management Section. Angela's approach to building working relationships between Ministry staff, regulatory agencies, environmental groups and the general public has enabled the Ministry to successfully deliver environmentally sustainable projects. A key component of her success has been providing services to Ministry Project teams, and Regional and District staff, something Angela wants to continue and expand by encouraging communication and dialogue.

Angela's staff includes Marni Fedoruk (Project Analyst), Sean Wong, (Environmental Coordinator), Al Planiden (Roadside Manager) and Len Sielecki (Environmental Issues Analyst). Currently, Marni is working extensively on the Gateway Project and the STSHIP. As the Ministry's fisheries expert, Sean has been instrumental in the success of the Ministry's partnerships to protect and enhance the Province's fish habitat. Al is the Ministry's expert on roadside management issues and is responsible for the Ministry's environmental best management practices for highway maintenance activities. Len continues to be the Ministry's expert on wildlife accident mitigation, as well as representing the Ministry on environment-oriented inter-ministry committees.

The Ministry, already a pioneer and leader in environmental initiatives among transportation agencies globally, is continuing to raise the bar for environmental excellence to meet the challenges of ensuring British Columbia continues to be "The Best Place on Earth".



Spring in the South Peace?

It's been quite a winter in BC and it hasn't left the Peace area yet as can be seen from this photo during the third week of March. Photo provided by Jim Guthrie, District Manager.

Mount Seymour Park Avalanche Task

Submitted by Scott Aitken, Snow Avalanche Technician, Coast Chilcotin Avalanche Programs

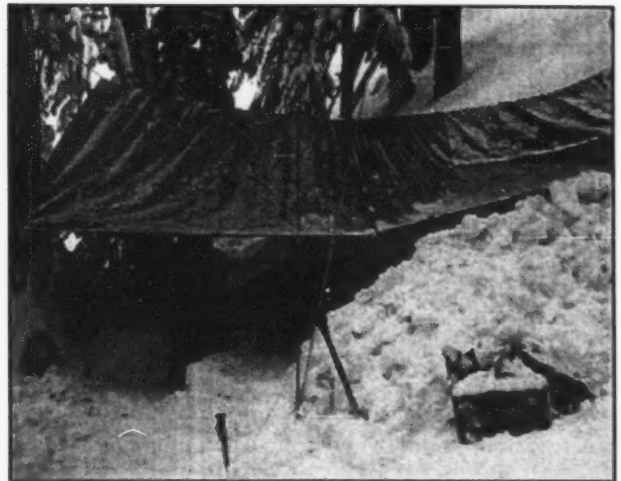
"Hi Scott. It's Bruce. We're in a bit of a pickle here."

The voice mail was from a fellow avalanche rescue dog handler (CARDA), friend and wilderness paramedic. It explained why my pager had come to life on a January afternoon as we returned from field work in Cayoosh Pass and into cell range.

A call in reply quickly briefed me what the pickle jar looked like. North Shore Rescue teams (NSR) and a snowshoer with multiple injuries were hunkering down for second night bivouacked out in heavy snow and high avalanche danger in Mt. Seymour Provincial Park. Canadian Forces 442 Rescue Squadron Cormorant helicopter crew had stood down after one attempt the previous day due to worsening weather.

The team's location at Theta Lake was not far from the ski hill base, but separated by 300 vertical metres of heinous avalanche terrain down which the subject had fallen. Paramedics had stabilized Chris Corey, a lucky 36-year-old Coquitlam man and father of three as darkness fell the previous night. No helicopter extraction appeared likely soon as foul, wet, hypothermia inducing foggy weather lingered on the North Shore Mountains. Rationing had commenced of the limited fuel supply. Bruce, John, Doug, Rolly, Tim and Gord weren't yet in peril but they weren't getting any drier either. To exacerbate things, there were fewer sleeping bags than rescuers.

Rapidly increasing avalanche danger had shut down the rope rescue on Day 2. One of the most experienced rescuers, Dave, had "gone for a ride" in an avalanche on a mercifully short slope. Camp was moved when a naturally triggered avalanche stopped five feet from the team in their snow shelter. "What was that?" asked Chris when the avalanche stopped. "Mother Nature," replies Tim Jones NSR team leader.



Tarp City

Bruce's call was to request a professional avalanche control team respond to blast and establish a safe rope rescue corridor out of Theta Lake. "Let's see," I think. High avalanche danger, mountain terrain shrouded in heavy wet snow, numerous rescue personnel including snowmobiles to control, and huge decision-making pressure with a national media presence if we screw up with our explosives...

"Sure we'll be there at 7 a.m.," I tell Bruce. This is a fairly routine task for an avalanche technician and I'm confident I can get there with my tools.

MoT Snow Avalanche Programs has made high reliability an organizational principle. HQ has made managing the unexpected easier for me today by forming a pre-plan which includes an MOU with Provincial Emergency Program (PEP) to provide expertise in response to avalanche related SAR tasks. I've also got a new yellow ¾-ton pickup equipped to haul explosives.

My program's explosives are a two-hour round trip away so I request Bruce to contact Whistler Blackcomb Resort for more resources. When he calls back we conference

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Mount Seymour Park Avalanche Task (continued)

with Dave Sulina, briefing me thoroughly enough to make a pre-plan.

Friday January 12, 0315 hrs and I am fairly well rested. This stormy avalanche season has provided practice in early sleeps for early starts! It's more comfortable making this double coffee than if I had just spent a second night busted up in a snow cave in the forest I tell myself. Moderate snow falls outside while breakfast is eaten in silence in Whistler minus the morning news. I consider the weather forecast and what my avalanche briefing with North Shore Rescue had told me. A weak layer of surface hoar crystals sitting under a 70 cm slab of wind driven storm snow is not good. Put this combination over an old ice crust and the result is perfect high avalanche danger day. Crew safety today is my first and foremost concern. This snowpack should react to explosive triggers. That's good.

I meet with the team at 0430 hrs, all pros from Blackcomb Mountain Ski Patrol including friends Nigel Stewart and Ken Nickel. Andrew "Haggis" Haig, and Jack Hurtabies sled up to the explosives magazine on Blackcomb and join us with ten explosive hand charges (shots) while I do dangerous goods transport paperwork with "Cog" the patrol director. Will this be enough? We'll see if it's more than less. I rib sleepy looking Ken about his young girlfriend not letting him sleep enough this AM. The crew was called in from days off and typically upbeat.

I've radioed and phoned the road crew for Duffey Lake - Bridge River for a snowfall updates of my own avalanche patch the Coast - Chilcotin and updated my supervisor, Brian Atkins. The dry side of the Coast Mountains is lightly dusted today. I'm good to go. Now Whistler SAR manager Brad Sills and I will drive south to meet 40 or 60 other SAR members at Mt. Seymour Ski Hill.

Doug Tuck, Assistant Avalanche Technician will be in at 0700 and out for a road patrol to cover our Highway #99 Rd #40 responsibilities. The Sea to Sky corridor avalanche forecast is priority. Decker my CARDA dog sleeps away

in the back seat. It's routine for him and I guess for me too. So why is my stomach doing flip flops as we drive south in the rain? Best eat some more food for the long day in the snow whether the gut wants it or not.

The trip through the S2S construction is uneventful other than the CBC radio news which we, the 'avalanche experts' are now part of. I haven't been in Mt. Seymour Provincial Park for, let's see, 23 years. We get to the foggy ski hill parking lot and NSR's mobile command post the 'Bat Mobile' is buried to nearly the top of its wheels in storm snow. I let Decker out for a squirt behind the patrol room turned search base. A NSR member guards the explosives. It's time to get briefed, look at maps, and make a plan. These folks are organized which is good. I suit up in MoT issue outerwear. Ten 1kg shots are transferred to team packs and we're off! No wait, the snowmobiles are getting unstuck. As the TV cameras role we wait, talk, joke, and laugh. All's routine so far.

The sleds depart after quickly delivering us outside the ski area boundary. We probe the snow with our ski pole handles and feel the soft layers over the hard ice crust. This is our first clue as to today's stability.

It's quiet on the ski tour to the NSR advance base camp above our rope rescue corridor "The Staircase". The subject is only 1.5 km away from the ski lodge but it might as well be 10 km for the effort this steep task will take. A lot of resources are lined up behind us to make this happen. All the tools in the tool box are available.

We confirm with Tim that he's in a totally safe place. I pull out the tools of my trade to do a test snow profile. The snow gives up instability clues under my shovel and snow saw: moderate compression test failing on the crust surface hoar combo and a mid-slab moist layer. It should go! I double check that Tim is in safe terrain. He fires a parachute flair up and it comes from a safe spot. That's good. Nigel's first shot rips out a size 2.5 slab avalanche and as the other rescuers recover their heart rates at the sudden bang, Tim reports the avalanche size at Theta Lake which is the runout zone.

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Mount Seymour Park Avalanche Task (continued)

Now I have the unpleasant task of telling Rob, BC Park Ranger that this terrain is too 'sporty' for his skill level on telemark skis. He takes it well. Dave stays back too with his big pack directing the rope teams. Now we're a manageable team of six.

Okay let's go cautiously and keep track of all team members. Every shot is releasing thick slabs of storm snow. Tim reports avalanche sizes on the radio. The team members are now moving to new shot placements. I again urge caution since we're now skiing on the icy crust which has shed its new snow load.

The pros move like mountain goats over the steep terrain between big trees. From above I hear a wild yell in panic from Brad and fear the next sound will be a body thud. All goes quiet except for his ski rattling down the gully to my right. He has self arrested. Phew! That's good! He has followed Nigel's exploratory tracks instead of mine and blown a ski when he hit the crust. He'll climb back up a bit to his 'comfort zone' and wait to direct rope teams. S**t! Why didn't I give him 'the hook' with Rob? Why did he stray from my tracks? Follow the guide is rule one! "Situational awareness, Scotty," I tell myself. "Look back as well as ahead." That will be one to debrief I think.

More shots yield more avalanches. Nigel and I take turns on 'point'. We analyze the terrain, the hazards, and the path of least resistance, and direct where the shots go. Several times we retreat back up to a safer line and blast it clear when cliffs block our descent.

We're fully engaged, using all the mental and physical skills accrued over decades of avalanche work. It's still snowing and the cloud is on the deck. Occasionally we hear Peter Murray trying to pilot his ASTAR B2 helicopter in to Theta Lake and wrap up this task. He can't get past the white wall of wet coast weather. Noon passes with no thought of a lunch break. Then we throw our second last shot. We find an exit through a steep walled gully and the staircase A/C route 'goes'. There's the lake and the avalanche debris in the run-out zone. We're in the clear! As we ski out Andrew finds

a broken tree top under the snow surface. Pop goes his ski in easy terrain and he thrashes head downhill in soft snow. My stress lowers as we chuckle at his embarrassed pose and ski down to Theta Lake. Tim with his head poking from an orange garbage bag and the soggy rescue team emerge from the forest happy to see us. Brad's ski is recovered to be stashed with the camp gear and retrieved later (and sharpened).

Nigel lights our last shot's fuse and the detonation blackens the snow beside the heli spot to help Peter with landing reference in this white-on-white world. It's rest time and we chat, snack, and exchange information. I say hi to a bruised and broken Chris who's in good spirits and cracking jokes thanks in part to a recent morphine injection in his butt. Final diagnosis will include fractures to maxilla, mandible, wrist, and leg as well as lost teeth and multiple contusions and lacerations. He fell so hard pinballing through the trees, that he arrived at the bottom minus a boot and snowshoe and with a dislocated shoulder.

I count up the number of bums vs. helicopter seats and we'll be air lift number four. Not a chance today. We'll kick a line of steps back up the staircase route for the rescue team to follow. See ya! I listen to the weather forecast from base: not good but some hope for change around 1600 hrs. My team is already in single file boot hiking up, skis strapped to packs. I catch up and take my turn breaking trail bareheaded and sweating under a wet Gore Tex shell back to the top of the staircase.

I never actually see the helicopter half an hour later. Peter arrives and departs by tenaciously flying tree top to tree top, setting a line of way points on his GPS then retreating to insure the weather window is still there behind him. Tim announces over the radio that Chris is airborne for the hospital after a "Vietnam style load & go". We all cheer! Tim's pride is in the helicopter as his son is the receiving flight paramedic on board. The overnight teams are going to boot hike out in our tracks and won't be out 'til after dark. Emotions bubble out of everyone involved. We're stoked! This is fun being out of our 'bubble' in new terrain with a different crew.

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Mount Seymour Park Avalanche Task (continued)

We climb past Bruce who is setting up the rope raise. He grins and tells me Decker has been cared for by base team members. He is thorough as always and I tell him his call was crucial. Ten more minutes and we top out and chat briefly with the camp team who give me a ham and cheese to go.

It's foggy and nearly dusk at the Bat Mobile and the media ignores us. We sign out and head home as CBC is reporting the successful conclusion, giving Peter the credit he deserves. Tim thanks me via cell phone call and I check-in with my understanding wife, Melissa, and MoT offices. The number of resources required for this task is sinking in to my wet consciousness. The size of this effort is not routine. Brad and I talk about his near miss. No place for a fifty-three-year-old he says.



Happy Family

Pique News Magazine, the local Whistler paper prints a more sensationalized version:

"The Whistler-Blackcomb team, they just rock," said Don Jardine, a search manager for NSSR.

"They just did a fantastic job, man, just so impressive."

"They dropped in on skis, bombing and blasting the whole way down. They cleared the whole site down to where we had the patient... and basically they stopped there, had a drink of water, shook hands, and they were off back up."

"It was like special-forces had parachuted in."

Why wasn't this emergency? It was routine because we pre plan and practice. Why? Because we're professionals.



You Never Know What You're Going to See!

Submitted by Gail Scott, Manager, Utility Services

Could this really be so? This photo demonstrates what happens when Telus' pole lines are not along the highway to keep the trees off the road.

Photo provided by David Newton, Sr. Access Policy Mgr. Regulatory, Telus (Telus Project Lead for the Utility Management Project).

Gord Leatham Retires

Submitted by Darhl Paley,
Fort George District Manager
CVSE

After 27 years of service, R. Gordon Leatham retired from MoT on January 31, 2007.

On April 1, 1980, Gord started work with government at the Vancouver Inspection Station. On April 1, 1981, he was transferred to the Victoria Inspection Station. July 1983 saw another move to work in the Superintendent of Motor Vehicles office as a Motor Vehicle Program Assistant. June 1984 found Gord in Comox working for MoT as a ferry deckhand.

In August 1984, Gord went back to inspecting vehicles, moving to Prince George as a Vehicle Inspector Stand Alone and becoming Senior Vehicle Inspector a year later. From August 1986 until his retirement, Gord was the Senior Supervisor Vehicle Inspector.

Gord was a very respected by his peers and industry. He went above and beyond daily in his work ethics, developing others, and keeping us all accountable.

We wish him and his wife, Sandy, a very happy retirement!



Rick Blixrud, Fort George District Manager, presents Gord with the Premier's letter of recognition, at Gord's retirement party on February 10th.



Best Retirement Ever!

Submitted by Mark Scott, Development
Approvals Technician (TELP), Nelson

On February 28, 2007 the Ministry said goodbye to one of its Best employees, Phil Best that is. After 34 years of service Phil has retired from the Ministry and is definitely living up to his name. Now that he's free from the shackles of work, being an avid skier, Phil was looking forward to spending his mornings on the slopes. However as Murphy's Law always seems to rear its ugly head, on Phil's first day of retirement he wrapped himself around a tree and injured his left knee. He's done skiing for the rest of the season and will be in a brace for at least 2 months. Yep, definitely the best retirement ever!

Act Now – SCR Trans Trekkers

Submitted by Jackie Chambers

When the BC Public Service Agency invited staff to submit a team for Act Now, South Coast Regional Staff acted now and Trans Trekkers was born. The incentive – T-shirts and pedometers was a nice perk as well. Member activities include: walking/hiking, cycling, hockey, Tai Chi, rollerblading, golfing and going to the gym.

On top of these activities team members were invited to participate in the 10k a Day Challenge; a personal 8 week program to reach 10,000 steps a day. Members range in age and physical activity and with the support and encouragement of their team members the goal is to not only reach 10k a day but to make it a part of their daily lives.

South Coast Regional staff are doing what they can to make this province the healthiest location to host the Olympics. It's all just for the health of it!



The Trans Trekkers Team. Front: Viki Vourlis, Lyn Marshall, Giesila Decker, Jackie Chambers, Doreen Poirier, Victoria Godsaye-Simpson, and Lousie Barrand. Back: Pat Cruickshank, Patrick Livolsi, and Don Garnier.

Missing from photo: Linda Malo; Cruising: Susan Keldsen.

FrontCounterBC

In the past, clients of natural resource management ministries and agencies had expressed difficulty (as well as inefficiency) when trying to obtain information and authorizations necessary to conduct business in British Columbia. There was no single location where all the authorizations, technical requirements and costs could be found to start or expand a natural resource-related operation.

In response to client feedback, FrontCounterBC offices were created to offer a client-centred service approach aimed at providing clients with one source of information about all the licences, permits, and registrations needed to conduct business in any part of the province.



FrontCounterBC



Applications For

- Preliminary Subdivision Application
- Work Notification/Lane Closure Request
- Access and Works on Right Of Way
 - Request to connect a driveway or access road to a highway

Find Out What Else We Can Do

FCBC Offices in Cranbrook, Fort St. John, Kamloops, Nanaimo, Prince George, Smithers, Surrey, Williams Lake & Victoria
Call Toll Free 1 (877) 855-3222 or Prince George (250) 565-6799
www.frontcounter.gov.bc.ca | FrontCounterBC@gov.bc.ca

Career Tip

Brought to you by the Employee Advisory Forum – Road to Opportunity Team

(Holly Adams, Barry Bertoli, Gurdeep Bhangu, Greg Bruce, Jackie Chambers, Amy Choh, Lina Halwani, Malcolm Makayev)

What is the Workplace Skills Program?

The Workplace skills program is a suite of training courses based on three core competencies that each of us use every day at work:

- Teamwork and Cooperation
- Service Orientation
- Results Orientation

These are the behaviors, characteristics, abilities and knowledge required as our workplaces change to support new ways of doing business.

The following courses are available – each focusing on one or more of the competency areas:

- Dynamic Writing
- Creating Stellar Customer Relations
- Team Effectiveness
- Listening, Hearing and Responding
- Winning Communication Skills
- Building Workplace Trust
- Insights into Personal Effectiveness
- Creative Problem Solving
- Effectiveness in Working with People
- Effective Problem Solving and Conflict Resolution with Customers & Clients
- Effectively Working through Team Issues and Problems
- Reason or Results – You Choose

Check out www.bcpublicservice.ca/learning/wpskills.htm#wpskills_courses to find the courses available in your location. The Public Service Learning Fund pays for the cost of these courses!

Mastering the competencies that you rely on every day will help you feel more confident and better prepared to deal with a fast changing workplace.

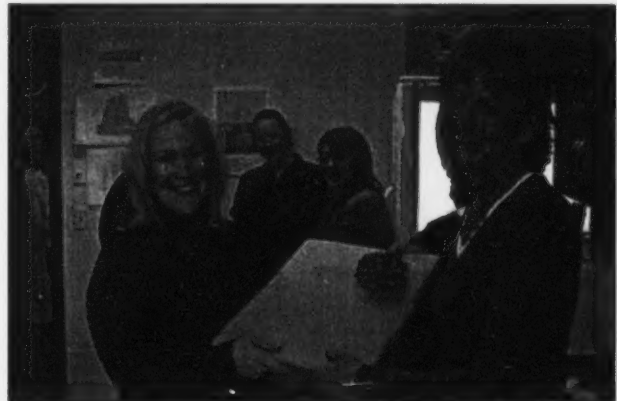
Ready, Set, Go!

Submitted by Lynda Lochhead, Development Approvals Technician, Kelowna

That has been the daily mantra for Robyn Clifford, District Development Technician of the Okanagan Shuswap District, Kelowna office. Through the cold, grey winter months, Robyn has donned her running shoes and set out on her course. Her training program was preparing her for The Historic Half Marathon, which was held in Fort Langley on February 18, 2007.

Robyn's perseverance and focus did her well! She ran the 21.1km and finished with a time of 2:15:13 – excellent for her very first marathon!

The staff of the Okanagan Shuswap cheered her on and felt that this was quite an achievement and deserved recognition. Audrie Henry, on the left in the photo, presented Robyn with a picture by a local artist commemorating her success. Congratulations, Robyn – we are all very proud of you!



Highway Department Meeting Very Supportive!

The Highways Department held their annual meeting on March 15th and 16th. An event in support of Marilyn Wargo's fight against breast cancer provided the evening's entertainment. It was a sell out, with Shanna Mason and Tracy Cooper pitching in to jointly buy the last of the tickets. Side bets were fierce (or just plain entertaining) as, starting with Rick Blixrud (awwww!) one after another of the contestants names were drawn.

Tension mounted in the Shanna/Tracy camp as we were down to the final 10 and their LAST ticket was drawn! Too bad those two generous souls were OUT!

Finally, we were down to the last 5 tickets. Jon Buckle, Norm Parkes, Barb Thomas, Don Shaw and Lori Wiedeman were all still in the running, and one thousand dollars was on the line. After a brief huddle, and some discussions of splitting the prize no doubt, they decided to go 'all the way'. After all, Norm has a young son to consider. Mr. Buckle was the first one out, followed closely by Norm. Don suavely stepped between the ladies and waited, knuckles white, for the next name drawn.

And, before you know it Don was out and just the women remained. With one final draw, Lori Wiedeman was the WINNER! What are the odds? The Acting Director, winning a draw in support of her boss. In a rush of generosity (possibly fuelled by a nice



glass of wine), she donated the full winnings back to the cause!

And what, you might wonder, was Marilyn's reaction to all this support? Well...(and I quote):

WOW, WOW, WOW! I was going to say something about how much I appreciated that everyone cares so much for breasts!

But, on more sober reflection...

I just heard from Lori about the results of last evening's event and wanted to send a sincere thank you to all of you. Your thoughtfulness and generosity continues to amaze me. Congratulations to Lori for her big win and a huge thank you to her for donating the prize money to the Breast Cancer Foundation.

Every day that I've spent at the Cancer Clinic, I met new people receiving treatment for this horrific disease. These women are of all ages, with some so young that it is just heartbreaking. Everyone's condition is different, but everyone is fighting for their life. I've been so impressed

by the incredible spirit these women possess and how everyone manages to maintain a sense of humour. Your generous support of the Breast Cancer Foundation will help all of these women along with all of your spouses, friends and family who are or will be touched by this terrible disease. Maybe one day we will live in a world free of breast cancer.

The journey that I have been on over the past months has been the most difficult one of my life. Each step of my journey has been made a little easier by the support and love I have felt from the wonderful people of our ministry.

Again, I thank you all from the bottom of my heart and I can't wait to see you all when I get back for work.

*Best wishes,
Marilyn*

Thanks to everyone who participated in the event, to Deborah Miller for her work coordinating and reading our sometimes challenging names, to Steve Anderson and Shanna Mason for working the 'random' draw machine, and to Greg "Vanna" Woollacott. Another BIG thank you to those (you know who you are) who generously donated their winnings back to the pot!

We collected a stunning \$2,460 for breast cancer that will be donated in Marilyn's name.

Rockwell Drive Cable Barrier Tested

Submitted by Loris Tommasel, District Technician, New Westminster

In December 2005, the Ministry of Transportation installed 200 metres of TL4 four (4) cable safety barrier along Harrison Lake on Rockwell Drive east of Harrison Hot Springs. On the evening of February 1, 2007, the system was tested by a now happy motorist.

A black BMW (from debris left at site) was travelling northbound on Rockwell Drive at approx. 8:30 pm - 10:00 pm. There were no skid marks and evasive driving manoeuvres only began just before striking the cable safety barrier. From the tire tracks, the cables may have had a 0.3 metres deflection and four (4) pickets were damaged before the vehicle regained control and drove off. Even though the system had four pickets damaged, the cables remained at proper height and maintaining safety readiness. The vehicle sustained left front and side damage.

Repairs to the barrier took about 45 minutes, which could have been quicker, but it was the first time anyone had done a re-installation. Also, the work was done virtually without tools. The system was totally back to original condition within eight (8) hours of notification.

Any barrier system would have kept this motorist out of the lake and I am glad that we had something in place. This may have been a recovery rather than a repair.



FSJ Funspiel

Submitted by Bruce Craig, Provincial Approving Officer, Fort St. John

On February 2nd and 3rd 2007, the 29th Annual Government Funspiel was held at the Fort St. John Curling Club. The Funspiel had a record number of 52 teams play in a fun format of 6 end games, and rotating of positions every end. The event entitled all curlers to a minimum of three games, breakfast, dinner, and a dance Saturday night.

Team members came as far away as Cranbrook and Russia. The teams came from other government agencies, Hydro, Telus, event sponsors, land survey companies, RCMP, school district, municipalities, and maintenance contractors. Some teams dressed up for more fun, such as angels, tree planters, and old grandpas.

In the photo, the Neil Wood and Dawn Braithwaite team dressed for the weekend as the "GRANDPA teams" (great looking sweaters eh?)



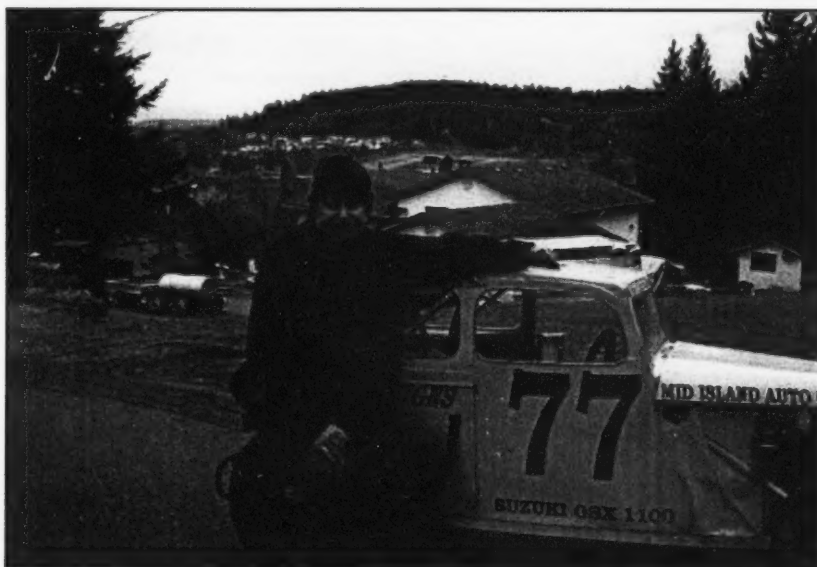
The "Grandpa Look"

Driven

Story and photos by Christel Martin

Reprinted with permission from
"Senior Living Magazine"

Steve Jaques lives and breathes driving. Passionate about all that runs with an engine and holds a steering wheel, this former dirt bike racer now races dwarf cars, volunteers for Red Nose, and makes his living as a B.C. Area (formerly Motor) Vehicles Inspector (MVI). In everything he does, safety comes first.



"Any time I can find something on a vehicle that is truly dangerous, in other words that meets the criteria to condemn that vehicle, take it off the road, I believe that I may just have saved a life - the person who was driving the vehicle, their passengers or somebody else," says Steve.

While he appreciates those donations to Red Nose that raise money for kids' amateur sport, "the biggest thing is to get the potential catastrophe off the road."

Quite a switch from a 16-year-old Steve who, within months of receiving his learners' permit, practically demolished his father's 1959 Chrysler. At 18, his life revolved around "motorcycles, beer and burgers." Marriage slowed him down, but dirt bike racing on his Yamaha 360 MX and backyard mechanics took up any slack.

He taught himself auto repairs on his first car, a Morris Oxford—"something you had trouble getting into trouble with," says Steve, citing his parents' criteria. That experience led to a job at Dominion (Vancouver) Motors, where he completed his apprenticeship in automotive mechanics. His boss

got used to seeing Steve hobble in on crutches after a weekend of dirt racing with "torn ligaments; never a broken bone."

Steve began his career as an MVI at the Burnaby testing station in 1982. In 1983, a promotion took him to Smithers and a territory spanning from the Queen Charlottes to Endaco and Kitimat to the Yukon border, driving an average of 40,000 miles/year.

As peace officers, MVIs have the authority and duty to pull over any vehicle they believe is unsafe. Peace officers do not deal with criminal code infractions, such as drunk driving. However, says Steve, "I have pulled vehicles over for suspected mechanical problems, like a car running around with no headlights on at night - thought maybe he'd burnt out his headlights or had an electrical problem only to find out that he was impaired. Called the RCMP, they dealt with him."

When he's not dealing with vehicles on the road that are operating illegally, such as improperly secured loads, improper licensing and mechanically defective vehicles, Steve inspects school buses to make sure they meet all mechanical standards and have the proper licences and permits. He also supervises the vehicle inspection program now performed by government-certified private shops, and investigates accidents and fatalities involving heavy vehicles, buses and taxis.

continued on page 15

Driven (continued)

"We do the mechanical [investigations] for the RCMP – the coroner makes use of our reports," says Steve. "I've done over 200 fatal investigations – you start to realize how stupid and senseless the death and maiming is. In so many cases, it's totally avoidable. Because someone didn't know what they were doing and they put the brakes in backwards and fouled up the grease seals, a kid loses control, flips the car, and ends up killing his passenger. Or someone passes out because of carbon monoxide poisoning because the car had a terrible exhaust system and holes in the floor. You just look at this stuff and you know, these people didn't need to die."



Since 1990, Steve has preached safety to central Vancouver Island drivers. Some, while unhappy at losing their automobiles and despite hefty fines, have thanked him for explaining how hazardous their vehicles really were.

Steve still drives 40,000 miles/year, but now it's half work, half play. After he parks the government's Tahoe, he drives a specially modified pickup carrying his dwarf car to racetracks in Victoria, Campbell River, and Vernon.

"In Vernon, we were running 140 mph on a half-mile track – I did it once. I have no intention of doing it again."

Dwarf cars are very small and light with roll cages and bodies designed to withstand crashes at 80-90 mph. "You wouldn't survive at 140," he says.

Steve joined the Vancouver Island Dwarf Car Club in 1994 and sits on the executive as secretary. These days he sits uneasily. Two seasons ago, his dwarf car ricocheted

off a two-car crash, became airborne and with only four inches of ground clearance, "came down absolutely flat on the frame on the pavement; A perfect one-point landing," says Steve, grimacing and leaning forward. "If I don't finish, I don't get the points [for himself and his club]. So, I finished" – with a broken tailbone.

Despite his first-ever break, Steve says racing is safe compared to driving on public roads. "We have safety cages, helmets, fire suits, neck braces, collars, emergency crews sitting at each end of the track. I have three fire extinguishers in my toolbox [and one] in the car. Our cars are designed for and expected to crash on a regular basis because if you're racing, you're on the ragged edge of losing control – or you're not racing; Adrenaline is a perfectly legal drug. You want to get high, do it on a racetrack where it's safe for everybody."

For more information about Dwarf Car racing, visit www.idccr.net/idccr_001.htm.



Want to join the TransAction fitness challenge?

Go to: <http://transaction.th.gov.bc.ca/Home.aspx>

Everyone that participates is a winner!



Lou Scheck Retiring

Submitted by Geotechnical Branch
Northern Region



Lou Scheck's illustrious career with the Geotechnical Branch in Prince George is about to come to an end. After 35 dedicated years with the Ministry of Transportation, Lou has decided to retire while still young enough to enjoy it!

Lou began his career with a short stint in the surveying branch in 1971. Since then, he has worked in a number of roles in the Geotechnical and Materials branch ranging from Engineering Assistant to his current position of Senior Geotechnical and Materials Technician. His entire stretch with the Ministry has been loyally spent working with the Prince George office. As was the practice of the day, Lou worked on a variety of projects. This was a time period where showing up to work on a Monday morning meant you weren't

sure if you would be out on a drill rig, running a cat and backhoe, pouring concrete, operating the Benkelman Beam, pounding proctors or in the lab shaking gravel. Those that know Lou have commonly heard him talk about these "good old days".

With so many years of experience with the Ministry, Lou can virtually drive any stretch of highway from the Queen Charlotte Islands to the Alberta border or Williams Lake to the Yukon border knowing that he had some involvement with their construction.

Lou and his wife Linda plan to travel during retirement. Lou's interests in carpentry, his love for long walks and his strong family ties will most definitely keep him occupied. A trip to Mexico this winter also opened Lou's eyes to the joy of water sports and photography. With three grown sons, Lou has recently been privy to the experience of having grandchildren – a generation of girls this time! Many will remember Lou for his humour, like his concerns with eating tofu and anything else that originates from between your toes! Lou will be greatly missed by all the staff in the northern region, but most especially all his friends in Geotech. We wish you all the best Lou!

Stop By and Meet the Staff at the Coquihalla Toll Plaza

Submitted by Mary Koyl, Executive Director, Corporate Management

Laurie Laupitz, from the Coquihalla Toll Plaza, was recently featured on the new public service website. Our ministry has 30 to 35 folks working at the Toll Plaza, bringing in revenue for our province of more than \$50 million a year. These folks are truly on the customer service front line, and are seeing the impacts from all our ministry initiatives, particularly relating to truck traffic.

The next time you go through the Toll Plaza, please consider identifying yourself as a MoT colleague, and if you are working, please consider factoring in some time to stop and visit with the Toll Plaza folks and find out more about what they do for all of us.

Check out the Public Service Community website at:
<https://gww.gov.bc.ca>

MoT's Management Development Program: Hit the Pavement Running

Submitted by Jane Hawksworth

Recruited 18-months ago through a province-wide university search to fill positions in the ministry's Management Development Program (MDP), it is hard to believe I have completed four assignments and I am now the DriveBC Program Lead in the Properties and Business Management Branch. As one of two external candidates offered a two-year position in the program (there were also three internal candidates recruited at the same time), I was so excited to start at MoT and couldn't wait to explore this opportunity and see what the future held as a public servant. I am pleased to report that it has been an extremely rewarding experience, both personally and professionally.

Hailing from Royal Roads University, I spent nearly six years as a Senior Marketing Associate and also completed my MBA there in 2005. I was familiar with the role of the public service, and particularly MoT, but I had no idea what I was about to discover in my first six months in the program. The learning curve was steep and I was desperately trying to figure out how the ministry operated and who did what. I hit the pavement running and I was immediately overwhelmed by the sense of ownership and pride MoT staff take in their jobs and impressed by the robust culture that exists here – it is all about the people, their talent and a true sense



of teamwork that makes this a great place to work. It truly is the “can-do” ministry.

In all of my assignments I reported to incredible supervisors, all of whom I consider exceptional leaders and mentors. I spent six months working in the Properties and Business Management Branch and 11 months working in the Land Management, both of them in Headquarters. My fourth assignment was in the Vancouver Island District (Saanich Area office) and while it was cut short, I really enjoyed getting a feel for District life.

I've learned so much about what makes a good manager and always feel fortunate when I can take away what I call “gems” to add to my personal shopping cart. My initial conclusion is that management is not easy and a positive attitude can take you a long way. Other

management skills include decision-making ability, responsibility, project management, human resources (working with others), collaboration, teamwork and leadership. There have been many training opportunities and I especially enjoyed the BCPSA's “Leading the Way” Level II course. The MDP program provides exposure to so many different aspects of the ministry and its business. In terms of my future, it was invaluable experience and I feel confident that I have gained extensive knowledge and skills to help me get to where I am today. I hope other people will consider this program as an option when they are looking at future career opportunities within MoT.

“The future belongs to those who believe in the beauty of their dreams.”

– Eleanor Roosevelt

Lytton to Spences Bridge Closure (Fraser Canyon)

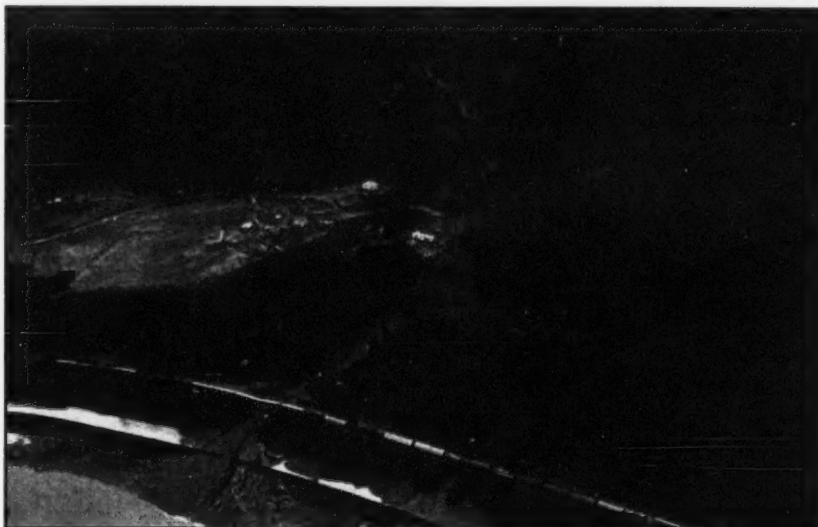
Unprecedented weather conditions in the first half of March resulted in several slides that closed Highway 1 between Spences Bridge and Lytton in the Fraser Canyon.

10 km north of Lytton at Gladwin, approximately 3,000m³ of mud and debris (50m in length by 4m deep) blocked the highway.

12 km north of Lytton at Tank Hill, a debris flow plugged culverts under both the CPR line and highway, resulting in CPR line washout and highway washout 30m wide by 10m deep, with an estimated 12,000m³ of debris.

15 km north of Lytton at Nicomen, several debris slides came down over a 200m length, with approximately 10,000 to 15,000m³ of material blocking the highway. The CPR Rail line was washed out above the highway at this location for a length of about 40m.

Kudos to the MoT staff and contractors who have worked tirelessly to restore and continue to monitor and maintain the roadways throughout the province!



Beautiful BC

Photo left: Battleship Lake in Strathcona Provincial Park. Photo right: Islands taken from the Wild Pacific Trail south of Ucluelet.

Both photos submitted by Robin Dunn, Senior Business Analyst, MoT Information Systems Branch.



Congratulations PCMP Graduates!

Submitted by John Dowler, Senior Manager, Corporate Procurement & Avalanche Programs

Betty McCaw, Contract Administration Officer, Southern Interior Region, Diane Marson, Corporate Contract Officer, Corporate Contracting and Kirk Bentley, Regional Project Manager, Northern Region were part of the first ever graduation class of the Province's Procurement and Contract Management Program (PCMP). The graduation ceremony was held in Victoria on February 16th.

The PCMP is a newly-developed and comprehensive suite of 15 procurement courses. The PCMP courses will also form an integral part of MoT's contract training package, which will be rolled out in the Ministry over the next few months.

Betty, Diane and Kirk have each invested a significant amount of time (and many late nights too!) in achieving this milestone. Congratulations on a job well done.



Sun Run Team!

Here's our ministry's senior management Sun Run Team – Peter Milburn, Tracy Cooper, Dave Duncan, Greg Gilks and Kevin Richter. Under the guise of ActNow, we are challenging senior management from other ministries to participate on April 15th and beat our average time. We include the photo our backs because that is the only view the other teams are going to see of this fit and fleet-footed bunch. "Greg, by the way, are you looking at your blackberry or conducting a drug test?" Photos submitted by Tracy Cooper, Regional Director, South Coast.

Who Says Recognition Has To Come From Above?

Submitted by Jackie Chambers
Project Management Technician, Burnaby

Recognition is defined as formal acknowledgement; special notice or attention of an act or achievement. No where in the dictionary does it say the direction from which recognition should come.

South Coast Region staff wanted to let Tracy Cooper know that his efforts as Regional Director had not gone unnoticed and that he was very much appreciated. Tracy attended a Staff Appreciation coffee and cake break, in which he was the one being honored, a total surprise to him! He was presented with cards signed by as many staff as possible from Nanaimo and District offices, Lower Mainland District (including Chilliwack) and the South Coast Regional office. Perry Dennis also presented him with a Certificate of Appreciation.



Ask the Director; Director's Updates, Staff Workshops, Future's So Bright You Have to Wear Shades BBQ, being involved and supporting the Employee Advisory Forum and Succession Management Review Board are just a few of Tracy's contributions.

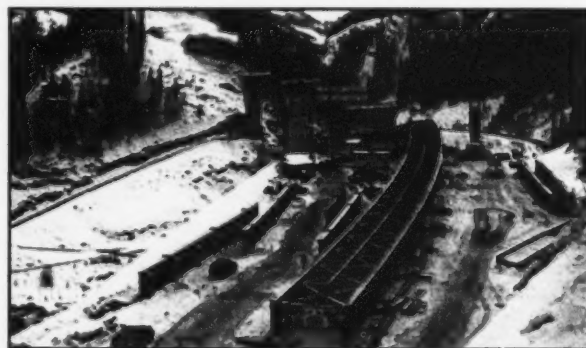
Ministry policy states that being a role model and being a credit to an organization are worth recognizing and the staff of South Coast Region believe Tracy fits the bill.

Thanks Tracy!

Girder Launching On New Park Bridge

The installation of girders for the new Park Bridge is under way, as construction continues on Phase 2 of the Kicking Horse Canyon Project.

The girder "launching" process began from the west abutment of the new bridge on January 24. The launching process involves pushing the first part of the girder assembly across the gap separating the abutment and the first pier, adding a girder segment to the tail end, pushing the combined assembly to the next pier, and repeating the push-and-add process until the entire 400-metre distance between the west and east abutments has been spanned. The launching of the first set of girders was completed in about two months, and the companion set will be in place by late spring 2007.



Park Bridge Girder Installation – Step 1: The first set of girders is assembled and ready for "launching" from the west abutment of the new bridge.

The installation of the girders will be followed by bridge deck construction. Construction of Phase 2, consisting of the new Park Bridge and nearly 6 km of new highway, is expected to be fully complete by early 2008.

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Staff Roundup

Who's doing something new?

The following folks not mentioned elsewhere in the Road Runner have received new assignments between January 1 and March 31, 2007:

South Coast Region

- Thomas Chhun, for Area Development and Operations Technician, Sechelt
- Jane Hawksworth, Assistant Operations Manager, Vancouver Island District, Saanich (MDP)
- John Schnablegger, Regional Manager of Planning, Programming and Partnerships, South Coast Region, Burnaby

Southern Interior Region

- Mike Brugger, A/Manager Highway Design, Kamloops
- Dave Duncan, A/Regional Director, Kamloops
- Joe Valentinuzz, A/Regional Manager Engineering, Kamloops

Northern Region

- Kirk Bentley, Regional Project Manager, Prince George
- Kurt Edmunds, District Operations Manager, Bulkley Stikine District, Smithers
- Bill Maitland, District Operations Manager, Bulkley Stikine District, Dease Lake
- Shanna Mason, A/Regional Director, Prince George

Headquarters

- Angela Buckingham, Chief Environmental Officer, Environmental Management Section Engineering Branch
- Marni Fedoruk, Project Analyst, Environmental Management Section Engineering Branch
- Bob Buckingham, Director, Information Management Branch & Chief Information Officer
- Peter Milburn, Chief Operating Officer, Deputy Minister's Office
- Kevin Richter, A/Assistant Deputy Minister, Highways Department
- John Shaw, Manager, Operation Policy, Properties and Business Management Branch

Who's New At MoT?

The following folks not mentioned elsewhere in the Road Runner are new to MoT January 1 to March 31, 2007:

Southern Interior Region

- Peter Bullock, Geotechnical Engineer, Geotechnical and Materials Engineering, Nelson
- Kelly Northcott, Roads Area Manager, Thompson Nicola District, Kamloops

Headquarters

- Levi Timmermans, Manager, Partnership and Project Development, Partnerships Department



Spiffy Outfit Janelle!

Submitted by Chris Peck
Rehabilitation Operations Officer

Janelle Yardley EIT was presented with this spiffy outfit as she was leaving her term with Construction and Maintenance Branch. Janelle moved to Nanaimo at the end of March to complete her EIT program as Vancouver Island Traffic Operations Engineer (in training).

Check out the
EAF website for
regular updates!

http://gww.th.gov.bc.ca/caf/home_intra.asp

Contractors Pass Baton

Construction of the Kicking Horse Canyon Project reached a milestone over the winter, as work on Phase 1 (Yoho Bridge and Approaches) officially came to an end while Phase 2 (Park Bridge and Approaches) entered its second year of activity. To commemorate the occasion, contractor representatives passed a ceremonial baton on November 24, 2006, signifying the transition.

"Just like in a relay race, Emil Anderson Construction completed its leg while Trans-Park Highway Constructors charged ahead with the new Park Bridge and nearly 6 kilometres of associated highway," said Murray Tekano, Senior Project Director. "The symbolism is significant in that it reflects our optimism that the current preliminary engineering work on Phase 3 will lead to a similar hand off between the Phase 2 Concessionaire and the first Phase 3 contractor."



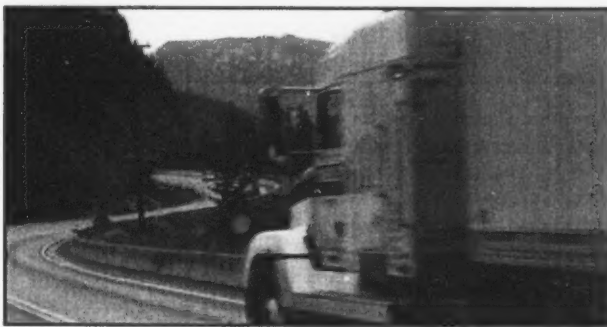
Emil Anderson Construction is the final contractor on Phase 1 while Trans-Park Highway Constructors is the Phase 2 Concessionaire's construction arm.

Indeed, the importance of the project has been recognized by Premier Gordon Campbell, who accompanied Transportation Minister Kevin Falcon on a site tour and visit late last September. At a ceremony celebrating the contribution of project workers, the Phase 2 partners, both federal/provincial and public/private the Premier announced the commitment to build Phase 3 in funding partnership with Canada.



Premier Campbell at Kicking Horse September 2006

While Golden and the Kicking Horse Canyon may be some distance from large population centres, it is far from being off the beaten path. Located just 50 kilometres from the Alberta border, this part of the Trans-Canada Highway carries over 9,000 vehicles daily in peak summer periods. 18% of that traffic consists of commercial vehicles bringing approximately \$1 billion of goods into our province and ports each year. With the TCH such a strategic link providing access to Canadian gateways (ports and terminals), it's no surprise that Kicking Horse Canyon improvements are such an important component of the government's Asia-Pacific Gateway strategy.



Commercial vehicles pass through the corridor to feed the Asia-Pacific gateway.

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Contractors Pass Baton (continued)

The total cost of the project is estimated at over \$960 million. Cost-sharing agreements for the first two phases of work have been established between the Province of British Columbia and the Government of Canada.



Transport Canada and BC MoT meet in Golden May 2006

Under these agreements, the federal government is contributing \$21.3 million for Phase 1 under the Strategic Highway Infrastructure Program; and an additional \$62.5 million for Phase 2 from the Canadian Strategic Infrastructure Fund. The Province is responsible for the remainder, estimated at \$43.7 million for Phase 1 and \$67.5 million for Phase 2. With David Marr, Executive Director of Program Development and Monitoring in the lead, we are in "hot-pursuit" of federal cost sharing funding for the first stages of Phase 3. Stay tuned.....

Submit your photos online at:
www.th.gov.bc.ca/ImageGallery/home.aspx

So You Think You Can Dance?

Submitted by Brian Lloyd, Sign Designer
Provincial Sign Shop

In late January, I had the pleasure of accompanying my ten-year-old daughter to a wonderful Hip Hop dance workshop and convention, at the Guilford recreation centre in Surrey. The event was organized by "Groove Street Productions", a dedicated and talented group that offers this event once a year in Toronto, Edmonton and Vancouver. They offer two days of intensive instruction from world class dance teachers all boasting very impressive resumes in the dance world. Dance students and their instructors came from all over the province, as well as some from the US, to attend the event.



It's quite a sight to see the advanced group in action, a gymnasium full of dancers moving in unison as they practice their new moves. My daughter, Sylvie, in the junior group, had a superb time and rose to the occasion like a trooper. She is "all business" when she dances, and it paid off for her. The faculty selects one junior, two intermediates, and two from the advanced group to be awarded a scholarship for entry into next year's convention, as well as a couple of T-shirts. Sylvie was fortunate enough to have her talent and effort recognized, during the closing ceremonies her name was called, she had been chosen to receive the junior scholarship. I was thrilled, her Kamloops Dance Academy teachers were ecstatic! Sylvie was very reserved, it was just another day at the office for her.

I would recommend this event to anyone with children in hip hop that wish to improve their skills. See the website for news, photos, instructors' bios, and registration at www.groovestreet.net.

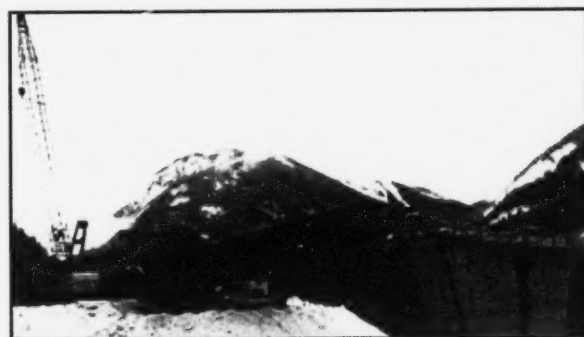
Girder Launching On New Park Bridge (continued)



Step 2: The first stage of the launching process involves hydraulically pushing the first part of the girder assembly across the gap between the abutment and the first pier.



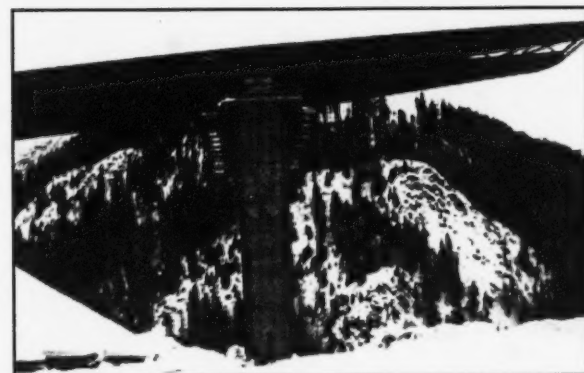
Step 5: Behind the abutment, the assembly awaits the attachment of the next girder segment.



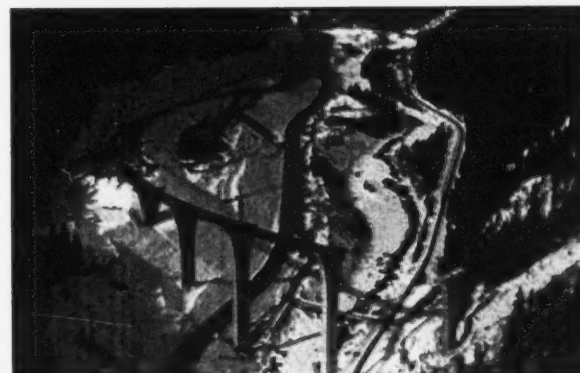
Step 3: The removable nose section of the assembly is shaped like a sleigh runner to ensure the front end crosses above the pier before the girder itself is placed on it. The weight at the back of the assembly prevents the front from tipping into the gap.



Step 6: When the next girder segment is attached, the combined assembly will be pushed to the next pier. The push-and-add process continues until the entire 400-metre distance between the west and east abutments has been spanned.



Step 4: After a few hours, the front of the girder rests atop the first pier, and the nose section hangs over the end, ready for the next push to the second pier.



Step 7: The new Park Bridge structure takes shape high above the existing highway.